

Ex-CBI Roundup

— CHINA — BURMA — INDIA —



NOVEMBER
1958





PARACHUTES carrying ammunition and rations for Galahad troops in the field are dropped from a C-47 plane about 1,500 yards from the Japanese lines. Burma, Myitkyina Task Force. U. S. Army photo, July 1944.

EX-CBI ROUNDUP

CHINA · BURMA · INDIA

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Ex-CBI ROUNDUP, established 1946, is a reminiscing magazine published monthly except AUGUST and SEPTEMBER at Laurens, Iowa, by and for former members of U. S. Units stationed in the China-Burma-India Theatre during World War II. Ex-CBI Roundup is the official publication of the China-Burma-India Veterans Association.

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Letter FROM The Editors . . .

● A few years ago at a CBIVA Reunion, we had a discussion with past Commander Bob Bolender and came up with a "hare-brained" idea to focus national publicity on Ex-CBI Roundup and the CBI Veterans Association. Our idea was to import a real Indian rickshaw from Calcutta and, perhaps two weeks before the annual reunion, have a puller and rider—in costume—pull the rickshaw from a distant city to the convention site. The publicity to be realized from such a stunt would be invaluable. There's only one reason why we abandoned the idea: Who'd pull it for 200 miles? Anyone interested?

● Those who have saved each copy of Roundup, or who would like a complete set of back issues, will be interested in our announcement on page 19. We have laid aside hundreds of extra copies of each issue for years, in order to supply new subscribers with back numbers. The total has grown to such proportions that we now offer a reduced price to those who wish to replace torn and worn issues, or acquire new additions. We still have an adequate supply of book-type binders to hold your copies.

● This month's cover shows part of the Jain Temple at Calcutta, which was visited by thousands of Americans during World War II. Photo by John R. Shrader.

● We've heard from several of those who made the Roundup-sponsored tour of Europe in August and September. All had high praise for the trip. Last-minute change in plans prevented us from going ourselves, but we hope to try it again some future day.

NOVEMBER, 1958



Red Cross Director

● Recently we received a letter from Rashid Abdu of 210 W. Columbia St., Falls Church, Va. (% Dr. A. M. Palmer) who was a Red Cross messenger in Aden, Arabia, in 1944 and 1945. He was only 11 at the time. He is anxious to contact the Red Cross field director who was at this base at the time. Although national headquarters gave him my name as having been there, I did not cover this territory but was mostly in the Calcutta area. If anyone knows the name of the director, please contact us or Mr. Abdu.

HAZEL AND
ROY HUTCHINSON,
190 Brooklyn Street
Warsaw, N. Y.



CHINESE silk spinner at work. The cocoons are put in very hot water and then many cocoons are unwound to make a thread. The single fibers are like cobwebs. Photo by A. L. Schwartz, M.D.



REFUGEES climb aboard a freight train at Liuchow during the evacuation of East China. Photo by Robert Bobzien.

Deformed Indians

● The "unfortunate" deformed natives shown in the July issue are perhaps more fortunate than many in India. Their deformities arouse more sympathy and their trade as beggars produces far more baksheesh. Many children are deformed purposely by their parents to provide them with a means of earning a living.

JAMES A. SWETT,
Iola, Colo.

Tokyo Rose Knew

● In April 1944 Theater had a very hush hush movement of troops for Gen. Joseph W. Stilwell into Burma. All units concerned—ATC, Troop Carrier, Advance Sec. 2—met in Brig. Gen. Cranston's office at Chabua under the most secret conditions to prepare to move the Chinese 14th Army to India to Sookerating Field, equip them and then move them into North Burma to fight in the battle of Myitkyina. Everyone there was sworn to secrecy but the evening after the meeting Tokyo Rose broadcast the details of the move, even to the units moving. The move date came and was carried forward with dispatch, and the men arrived by ATC at Sookerating with fighter cover and

were equipped and sent forward by troop carrier planes within one hour of arrival. Colonel Cornell of Troop Carrier Command flew one plane into Burma at night; this plane had been damaged and was difficult to fly. On arrival all of these planes were fired on from outside the airfield but all landed safely. Maj. Gen. Boatner of Kojie Island prison camp fame in Korean War arrived as Chief of Staff of Chinese Army in India on first day at Sookerating to inspect activities and was pleased at speed of movement of troops.

HOMER S. WHITMORE,
Rochester, N. Y.



BURIAL of an American soldier is conducted at the U. S. cemetery near Karachi, India. Photo by Dennis J. Loughman.

Col. Buckley's Death

● I was deeply sorry to read in Roundup of the death of Col. Harold R. Buckley. As Kruger's letter points out, he was a highly patriotic citizen and soldier from World War I to the present time. First met him at New Delhi in 1944.

LEON E. EARLY,
Sacramento, Calif.

80th Fighter Group

● I hope this letter will be instrumental in reviving the old acquaintances of the 80th Fighter Group and its post-war commander, Brad Shuman of Horseheads, who was doing such a fine job of keeping us all informed of each others' activities. It was a great job he did in organizing the reunion of 1948 at Hotel Pennsylvania in New York . . . the spirit we held at that time should never be allowed to diminish, for in my humble opinion that is the kind of spirit that helped us through our dilemma in the stinking jungles of Burma. I'd get together with any of you Farmingdale Commandos and try to organize a reunion for 1959 . . . hope to hear from a lot of you on this particular subject.

FRANK J. JEHRIO,
34 Ironton Street
North Tonawanda, N. Y.

SCOTT
"Lionel"
Recommen
K.P. B...

Pickin' Up

● About \$5,000 was given to try to get an idea of what was going on about the well known and famous appointments agent in Ala. Lewis & Clark. Ledo Road was ing a story can picture ing the The move either "PICKIN' UP" or "PICKIN' UP" Department given us with its ised, and negotiating and indepen to make deal for be interest General P honor at convention about six years General and fast friends Good luck . . . maybe selves in the

BOB
Beverly



SOMEWHERE between Karachi and Pandaveswar, India, with "unlucky" Military Car No. 13, members of the 9th Photo Reconnaissance Squadron are shown here with everyone on K.P. Photo by John R. Shrader.

Pick's Pike

● Although I spent over \$5,000 and 2½ years of time to try to sell Hollywood the idea of making a movie about "Vinegar Joe" Stilwell, I'm still undaunted, and have just recently been appointed the exclusive agent to represent Mrs. Lewis A. Pick of Auburn, Ala. (widow of Lt. Gen. Lewis A. Pick, who supervised the building of the Ledo Road). I am preparing a story treatment and I can assure you a motion picture will be made showing the CBI as it really was. The movie will be called either "PICK OF BURMA" or "PICK'S PIKE!" The War Department has already given us the green light with its cooperation promised, and right now we are negotiating with studios and independent producers to make the best possible deal for Mrs. Pick. It may be interesting to note that General Pick was guest of honor at the National CBI convention in Milwaukee about six years ago and the General and myself became fast friends at that time. Good luck to all Ex-CBI'ers . . . maybe we'll see ourselves in the movies yet.

BOB LEE,
Beverly Hills, Calif.

Activities of CBI Friends

● My son, Ralph, and daughter, Susan, join me in expressing our pride in the fine article you wrote about General Smykal in the May issue of Roundup. We shall

always treasure it and will continue to follow with interest, as did the General, the activities of CBI friends.

MRS. RICHARD SMYKAL,
Wheaton, Ill.

Silver Jubilarian

● Father Boniface Moll, who served as chaplain at the station hospital in Kunming, is celebrating the 25th anniversary of his ordination to the priesthood. He is now stationed at Fort Sam Houston, San Antonio, Tex., where he has been chaplain for the U. S. 4th Army since November, 1957. Father Boniface, now a lieutenant colonel, was in the military service during World War II from 1943 to 1946. He was called back to active service in 1948 and has been stationed in Germany and Korea and at various posts throughout the United States.

GEORGE E. WALZ,
Burlington, Iowa

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION OF Ex-CBI Roundup magazine published monthly at Laurens, Iowa for October 1, 1958.

1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Neil L. Maurer, Laurens, Iowa; Editor, Clarence R. Gordon, 1650 Lawrence St., Denver, Colo.; Managing editor, Neil L. Maurer, Laurens, Iowa; Business Manager, Neil L. Maurer, Laurens, Iowa.

2. The owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.) Clarence R. Gordon, 1650 Lawrence St., Denver, Colo.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semiweekly, and triweekly newspapers only.)

NEIL L. MAURER, Publisher
Sworn to and subscribed before me this 8th day of October, 1958.

((SEAL))

(My commission expires July 4, 1960)

F. C. GILCHRIST, Jr.

The Reserve Heritage

Reprinted from
The Quartermaster Review

BY WILLIAM H. PEIFER

"Join the U. S. Army—Adventure—Travel!"

This and similar slogans, sometimes lamented by soldiers who find themselves spending a whole hitch at Camp Baxter, Kansas, were certainly descriptive of the 517th Quartermaster Group, one of the best-travelled Army units of World War II. Almost every member of the Group circled the world in military service. The majority sailed or flew both the Atlantic and the Pacific and motored or travelled by rail through such countries as Iran, Iraq, India, Burma, and China. In the Group were men who had made the long sea route around the Cape of Good Hope in South Africa, travelled north to Bombay, and trans-shipped to Khorramshahr, Iran, in the Persian Gulf, after embarking on the West Point on 1 November 1942. In Iran, saying you had come over on the West Point was almost equivalent to having an ancestor who arrived in America on the Mayflower. Replacements joined the Group by way of the Air Transport Command route from Florida to Puerto Rico, Trinidad, Brazil, West Africa, Nigeria, the Sudan, and Egypt.

The 517th was one of two Quartermaster Groups (with the 516th) that were chosen to back up British operations in Iran and to establish a truck line to haul lend-lease material for delivery to Russian personnel at the northern end of Persia, as well as to insure continuity of operations if German bombs should knock out the Iranian railway. The Group was activated as the 517th QM Truck Regiment (later redesignated Group) on the first anniversary of the attack on Pearl Harbor, at which time about 200 men were enlisted through the recruiting efforts of the American Trucking Association. A number of officers were appointed because of civilian experience with motor truck lines. The ranks and officer positions were further filled through transfers of men already in the army.

After training at Camp Van Dorn, Mississippi, the Group boarded the Mauretania on 10 May 1943 to arrive in Iran on 3 July 1943. There the travelogue temporarily took on a more local aspect, with trips confined to a mere 1,400-mile round trip up and down the Persian Gulf

Command (PGC), with side trips to Iraq, Palestine, Egypt, and the interior of Persia.

The 517th began immediately to adapt itself to its new environment, which included intolerable heat, stinging flies, dust storms that blotted out the sun, leprous beggars, malaria, mud, dysentery, and other vagaries of the "Persian version" of human existence. They learned to eat gazelle and wild boar which they themselves shot both for diversion and to supplement their rather short spartan rations. Dropping grenades into the Karun River also provided an addition to the truckers' diet by floating fresh-killed fish to the surface.

In the PGC generals and privates alike were universally addressed as "Johnny" by the natives who considered this a respectful form of address in American, something like "Sir" or "Your Honor." Later, Iranians and Arabs who acquired more political sagacity began to call all ranks "Sergeant." Army personnel learned to avoid the Iranians as much as possible during Ramadan (the religious month when they fast from dawn to sunset) and not to drink alcohol in their presence or offer them canned luncheon meat. Moslems are forbidden to eat pork. Dogs were objects of contempt fit only for stoning, and to bring one near a mosque might mean death; similarly,



DRIVERS of convoy from India to China stop in Nankham, Burma, to see idol which was the only thing in the city unmarred by battle. U. S. Army photo.

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only an "infidel" would make the mistake of stepping into a holy place left foot first.

Truck operations in Persia were carried out through the "block system," which was regarded as a better way to run the motor supply line than by the more usual permanent assignment of trucks to each company. Under the block system, convoy serials, often numbering 60 trucks, would move over a specified route for the day's run, driven by soldiers and American-trained native drivers. At destination the trucks were serviced, the cargo checked, and then manifested to the next part of the run, or "block" and driven forward by another group of drivers. The first contingent would then eat and sleep, and the next day drive empties back down to their starting point. Northbound serials hauled ammunition, clothing, leather, and extremely fat canned pork called tushanka, but very few of the southbound trucks contained any Russian reverse lend-lease. With the block system the same trucks were in continuous operation over the entire 1,400-mile route. This provided a tighter maintenance schedule and improved operational control, as well as other obvious advantages such as necessitating only one loading and unloading. In the blistering heat that prevailed from May until October, often reaching 170° in the sun and 130° in the shade, convoys in the desert were run at night. This was not only out of consideration for the men's welfare, but also for preservation of the trucks. There were days in the Motor Transport Service (MTS) station at Khorramshahr when temperatures managed to cool off to 100° at midnight! The men said they now knew why travellers in this desert got down on their knees and offered up prayers of thanks when the sun set over the last dusty dune at nightfall.

The road stretched from the Port of Khorramshahr to Andimeshk to Khurramabad to Hamadan to Kazvin (where the Russian dump was located), with way stops at Ahwaz, Jelogir, Burujird, and Avej Pass. The men got to know Dizful, "the city of the blind," where the inhabitants for generations had lived deep in caves to escape the heat and consequently were blind in varying degrees. The village of Shsush stood in the desert between Ahwaz and the Gulf—all that was left of the once-mighty city that the Bible calls Susa, and one of the oldest inhabited sites on earth. Shush was the site of Daniel's tomb (said to be a fake) and Esther's castle (restored by the Persian government and the real thing). The Quartermasters passed ruined bridges built by Alexander the Great and his Roman successors, but soon the

fascination of such historic sites became secondary to their interest in truck operations. Since the nucleus of both Groups was made up of men who had been professional truckers in civil life, this interest in the operations was intense and unflagging. The 517th operated mainly from headquarters in the MTS camp at Andimeshk and handled the southern part of the route, while the 516th trucked over the north end. There were some "off runs" on special occasions, such as a convoy to Cairo, while some men got furloughs to Basra and Bagdad in Iraq, Teheran and Isfahan in Persia and Tel-Aviv in Palestine.

The 517th had travelled overseas minus the third battalion. This one, later to be called the 178th QM Battalion Mobile, was activated at Khurramabad on 10 August 1943. It picked up Co. "I," which had been the 429th Engineer Dump Truck Company, and men of the 1st and 2nd Provisional Truck Companies made up Company "K." All three of these units had been pioneers in Persian trucking. For example, the 429th (later redesignated the 3949th QM Truck Company) had been a part of the West Point shipment and was the first company in the PGC to run an organized convoy. On 23 October 1943, the 178th (or 3rd Battalion) moved to Khorramshahr to join the 1st Battalion and presaged a two-battalion organization for a notable redeployment to come later.

Operations continued on a rather routine basis until October 1944, with the monotony broken by occasional shooting scrapes with Iranian bandits, hunting expeditions, truck wrecks (mostly by native drivers), and such pastimes as swimming in the Anglo-Iranian Oil Company's pool at Abadan. The truckers at Khorramshahr could from time to time get a meal superior to their own rations on a Liberty ship and baksheesh some carbine ammunition from Navy gun crews for the gazelle hunts. Relationships with the Russians were far from cordial, deteriorating rapidly into a mutually suspicious tolerance. This could be attributed either to the heat or to the shape of things to come. It was reported that Russian enlisted men were ordered not to speak to American personnel except when absolutely necessary in the line of duty.

Originally it had been planned to rotate troops from north to south and vice versa after the first summer. In the spring of 1944 the 517th were shocked to hear that they were now "acclimated to the heat" of the desert and would not be moved north. Fortunately for their sanity, before they could enter yet a third summer the word was spread that they were scheduled for new scenery and new recognition.

In 1944 a top-secret plan was under consideration to open a new land route to China through the northern end of Persia, Soviet Turkestan, and heading east and south through Sinkiang Province to Chungking. The 517th was chosen to make the trip. In preparation, the Group was relieved from MTS and on 25 October 1944 placed under the Chief of Staff, PGC. Native drivers were discharged and all-soldier practice convoys were run in October all the way from the Gulf to Kazvin and back again. Personnel were screened and those physically or psychologically unfit for rigorous duty were transferred to units remaining in the Command.

After the long practice convoys, the 517th was formed into the "Lux Project" or, as they came to call themselves, "the soap bubble boys." Eventually, "Lux" included an Ordnance Medium Automotive Maintenance Company, additional medical personnel, an Engineer water purification detachment, and Signal Corps radio technicians. It began to resemble a small task force. The Group maneuvered in the desert, ran short military convoys, studied judo and held classes in basic military subjects. They placed 50-caliber ring mount machine guns on their trucks, zeroed them in, and fired at mock-up vehicles in the distance, then practiced with the Thompson, the 30-caliber ground mount machine guns, and drew bazookas and grenade launchers to shoot their way through Sinkiang if necessary.

Extremely cold weather was expected as the convoy was not supposed to start until 1 December. The commanding officer later said that as high as 40 per cent casualties were expected from freezing, not to mention gunshot wounds in Sinkiang. Blucher boots, parkas, make-shift snow plows, and other cold weather equipment were issued. Included in the clothing was a thick Russian boot of white felt called the valenki, which made the wearer look as if he had both feet in casts. Regardless of appearance, however, these boots had been given a large share of credit in the Russian victory at Stalin-grad when the Germans suffered from frostbite, trench foot, and gangrene in their pretty leather boots.

At first the Russian government was reluctant to allow the convoy through any part of its territory because Russia was not at war with Japan. Later the USSR gave its consent, but by this time civil disturbances in Sinkiang (apparently communist) had become so great and danger to both the convoy and the proposed land route so intensified, that the overland move was cancelled and the 517th scheduled for redeployment by water and the Ledo-Burma Road.

Rations and cold weather equipment were turned in and gasoline that was supposed to have seen the Group over a long part of the route was unloaded from the trucks, which were then moved to Khorramshahr for water shipment. The seven companies of the 178th and 93rd QM Battalions packed their organizational and personal equipment and proceeded to the port of Khorramshahr, while advance members of the Group (including the CO, Col. Paul R. Guthrie) flew to Calcutta to prepare the way. The troops moved from Ahwaz (Quarry Camp) to the port by train and reported: "The train ride was uneventful. It seemed strange to many to cross that territory to Khorramshahr without having to drive a truck and watch out for other drivers."

The veteran truckers boarded the HMS Banfora on 14 January 1945 and enjoyed a restful voyage through the Gulf and Arabian Sea, landing in Bombay on 21 January. No time was wasted as the Group debarked and entrucked for Camp Beal, a staging area and rest camp near Bombay, and then began a nerve-wracking 5-day train trip across the subcontinent on the G.I.P. Railroad, passing through towns with such strange-sounding names as Jalgaon, Akola, Gondia, Bilaspur, and Chakradharpur. The men shaved with water from the engine's boiler and slept on hard boards in the second- and third-class coaches. They ate a steady diet of "K" rations. At every stop they exercised and amused themselves by haggling with banana peddlers and counting what seemed to be millions of rhesus monkeys in the trees.

On 12 January, when the 517th was about to sail from Iran, the Ledo Road had reached the old Burma Road and the Japs were being cleaned out. On 4 February Maj. Gen. Lewis A. Pick's first convoy reached Kunming. Meanwhile, upon arrival at Calcutta, the Group was quickly moved first to Camp Hialeah, so called because it was built in the infield of a downtown race track, and then to Camp Kanchrapara, a jungle staging camp about 40 miles from the city. The route between Kanchrapara and Calcutta became a well-beaten track for "Lux" personnel who travelled it whenever they could get time to enjoy the recreational facilities of the city. The ride itself was enough to call for a furlough or rest cure for the truck or jeep driver who had to negotiate 40 densely populated miles on a road flanked by factories and houses and covered with bicycles, pedestrians, and carts. All of these wandered at will from curb to curb. The men were rewarded by being able to dine in Firpo's world-famous restaurant on Chowringhee Road; see the Government buildings, burning ghats, strange Hindu gods, betel nut

peddlers, and to sample South African brandy in the Great Eastern Hotel.

The big day finally arrived for the railroad trip to Siliguri, to be followed by trucking operations through Assam and over the Ledo Road (or "Pick's Pike"), the old Burma Road, and eastward into China. The narrow freight cars of the Bengal and Assam Railway were of varying lengths and posed problems for those loading and blocking the trucks, trailers, and jeeps. A typical train load for one of the companies was: 40 trucks (6x4), 5 Mack diesels, 5 jeeps, 1 weapons carrier, 1 International semi-trailer and 41 pup trailers (1-ton), accompanied by 4 officers and 73 enlisted men. When they took off under their own truck power at the end of the rail line the drivers began to encounter further novelties. In a few days they had crossed three rivers by railroad bridges that also were used by motor vehicles, and were then ferried across the Brahmaputra River by the British operators. In Jogighopa, Assam, they were surprised to find that they had to turn in their small arms ammunition because it was against the law for individuals to possess it in Assam. Soon they passed through Doragon and arrived in Chabua where they saw boxing matches at the "Polo Grounds" and the C-47 "Hump" plane named the "Assam Dragon."

The first of the seven serials left Ledo on 19 February 1945 and the rest followed at intervals of a day apart. In the trip through Burma the experience of the 3949th was typical of that of all seven companies. On the border at Ledo this unit bivouacked in an area that was mostly mudholes and tree stumps, and were more than glad to take the plunge into Burma on 2 March. After a slow and tortuous drive through steep mountains and knee-deep mud the 3949th arrived at an inundated parking area perched high on a hill at Kumkido, Burma. The next day they proceeded to Yupbang and on 4 March were in Myitkyina. Bhamo was one day from that stop and Mu-Se was reached on 6 March. The company historian for the 3949th told of the convoy through Burma in the following colorful language:

"All personnel were much impressed by the sights they saw and had a number of interesting and amusing experiences. The tall trees of the Burmese forests, the jungles and the amazingly high and picturesque mountains all came in for their share of comment. The road was winding, rocky, and steep and at points dangerous, but all vehicles navigated it successfully. On several occasions we had the unique experience of seeing aircraft and clouds hundreds of feet below the road. Probably the most impressive sights

we saw in Burma were in the ruined towns of Bhamo and Myitkyina, recently occupied by the enemy and liberated only after hard and tenacious fighting. We passed houses, temples, and other buildings that were completely razed and the trees, grass, and every feature of the landscape showed the fearful effects of artillery fire, bombs, and burning. Myitkyina, formerly the second largest city in Burma, contained only a handful of inhabitants who had come back after the fighting ceased and it was hardly recognizable as having once been a city of 15,000 persons. The city of Lashio, a few miles below our route, was captured about the time we passed through that area. We had the novel experience of bathing in the Irrawaddy River, which had been the scene of many a battle."

In the town of Namhkam all hands were impressed by the sight of an idol which appeared to blink in the sunlight that shed over it after the four walls of the temple in which it rested were shot away. Near Mu-Se trucks of at least two companies took a wrong turn and almost joined the battle of Lashio. But at last all elements of "Lux" crossed the China-Burma border at Wanting where the men and vehicles were carefully counted and recorded by Chinese officers. The 3925th was the first, on 24 February 1945. After the 10,000-foot dip into the Salween River valley near Lungling the terrain gradually changed from the rugged, wooded, bushy mountains seen in North Burma to a high, rolling plateau, heavily farmed in most parts. At Kunming the men began to adapt to another new environment and learn local customs. "Lux" had delivered 637 trucks, jeeps, and weapons carriers and 480 one-ton trailers.

The Group then split up into individual companies destined for duty as far east as Chihkiang—the last station before the Japanese MP's began to direct traffic. The 178th QM Battalion headquarters was set up at Chanyi, one hundred miles east of Kunming, where it assumed command over three QM truck companies that had preceded it to China. Trucks for these units had been dismantled, flown over the "Hump," and reassembled in China. The 93rd Battalion moved on to Kweiyang (Kweichow Province) with the Group headquarters. Beginning on 26 March, the 178th operated block system convoys over the route Chanyi—Panhsien—Anshun. The 93rd ran special missions farther east, north, and south of Kweiyang, making runs to Chungking, Nekiang, and Nantan, while they hauled regularly through Ma Ching Ping and Chenyuan to Chihkiang. The 178th also made many off-runs to points like Luliang and Poseh. Such trips often taxed the ingenuity and endurance of the men. For example, on a convoy to

The Reserve Heritage

Poseh a detachment of the 3949th truckers had to subsist for sixteen days on "K" rations, supplemented by native food. The local fare made four of the men sick, reducing the slim number of effectives. Then one of the trucks was damaged to the point it could not be towed in, so Staff Sergeant Ernest Keller directed its dismantling and brought it back to Chanyi in the beds of two empties. Meanwhile, the company farthest east from Group headquarters took part in the "battle of the rice" near Chihkiang, hauling in replacements and supplies, and evacuating wounded and dead Chinese. For further varied experience some of the Group members volunteered to fly back over the Hump and drive more new trucks up the road from India.

During the six-month period following the arrival of the 517th in the China Theater, amid multiple difficulties brought on by bad roads, insufficient maintenance facilities, and inexperienced native drivers, the unit turned in a job that showed the following miles travelled and tons hauled month by month:

	Total Mileage	Metric Tons
March 1945	254,740	2,047
April 1945	1,425,710	17,760
May 1945	1,475,262	29,968
June 1945	1,650,369	15,886
July 1945	1,699,483	14,084
August 1945	2,147,981	13,830

In August rumors began to fly that the war was over. When the day did arrive there was no respite; instead the pressure increased as the 517th truckers were called upon to haul airplane gas and convoys of Chinese and Japanese soldiers, as well as civilians displaced by the war. Most of the tonnage was airplane gasoline. Operations were complicated by the fact that some of the most experienced men of the Group had been relieved and were on their way home before the end of the war. Replacements were from the States, the Mars Task Force, and the 124th Cavalry. A Chinese provisional battalion with American officers finally came in to help as the attrition increased and men with sufficient points or overseas service had to be sent home.

Despite personnel problems, the job was done, but only amid additional complications. Trouble redoubled for the remainder of the 517th—especially the 178th Battalion—when local Chinese (Yunnan) troops and/or Communist forces were reported ready to take over warehouses and all equipment, regardless of the remaining American troops. Emergency evacuation plans were made, there were riots in Kunming, the situation was touch and go for days on end, but finally peace prevailed. It was later said that only the threat of retaliatory bombing by the

Fourteenth Air Force saved the day at Chanyi.

The Shanghai Base Command was activated on 2 September, and after the 517th Group began to move out in wholesale lots Colonel Guthrie and a few volunteers left for Shanghai to assist in port operations. Personnel of the 517th continued to move out piecemeal, in companies, platoons, squads, detachments, and as individuals, over the Hump. Many of them returned to Camp Kanchrapara for a trans-Pacific voyage on such ships as the Marine Devil and Marine Angel.

Although it had long since disintegrated through attrition, on paper the 517th was inactivated on 21 December 1945 in India and transferred to control of the War Department. It was redesignated the 353d QM Group and allotted to the Organized Reserves, with assignment to the Fifth Army at Detroit, Michigan. The Group was activated as a Class "C" unit, effective 25 January 1947, but was again inactivated on 24 October 1950. While still inactive, on 18 May 1953, the Group was once again given the number that now stood for an enviable record of travel and service—"The 517th."

—THE END



A U. S. CONVOY ascends famous "21 Steps" highway at Annan, China, between Chanyi and Kweiyang. U. S. Army photo.

CBI DATELINE

DACCA—The East Pakistan Assembly was in an uproar recently when members from both sides of the House attacked each other with chairs and steel microphone stands. The Speaker was forced to leave the House while the national flag was being trampled on. The melee lasted almost an hour, and was broken up by police.

NEW DELHI—India's operations against the rebellious head-hunting Naga tribesmen in the northeast caused 1,397 deaths and 1,723 injuries during the first eight months of 1958, according to official sources. Most of the casualties were among the Nagas, and 1,686 others were taken prisoner by the Indian Army.

CALCUTTA—Import restrictions have caused a shortage in foreign drugs and baby foods, but the disproportionate rise in prices has been attributed to the activities of unscrupulous traders. Racke-teering in these essential commodities continues unchecked, and prices in the Canning Street area have increased as much as 100 per cent in a few months.

MANMAD—Serious rioting broke out at Yesla Taluka, Nasik District, when a procession carrying the idol of Ganapathi was asked to stop as it passed a mosque. When the processionists refused to do so, they were stoned. Twenty-five persons were injured in the clash that ensued.

ASANSOL—A gang of dacoits armed with guns, crackers and daggers raided some houses at Samsundarpur near Ondal at 1 a.m. recently. When they started looting the houses, the village resistance party attacked them with primitive weapons such as lances, bows and arrows. Two of the raiders were killed, but the others managed to escape.

JHARIA—The Subdivisional Officer of Jharia has promulgated an order asking the people living near the abandoned Khas Kharia colliery to shift elsewhere. The order was conveyed by beat of drum as houses in that area are said to be in immediate danger of collapsing. About 4,000 persons live in the area.

NEW DELHI—There are reports that a detailed scheme is now being formulated by the Union Education Ministry under which no graduate in the country will be given a degree unless he puts in a year's "national service." This will principally take the form of honorary work of rural

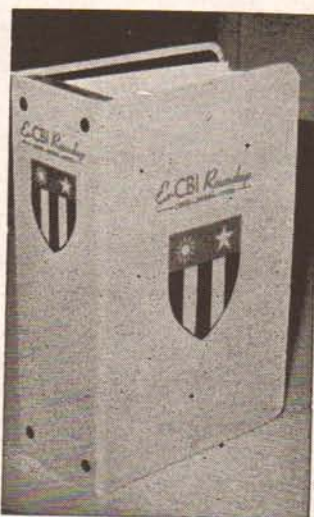
uplift although activities like slum clearance and literacy campaigns in the cities will also be included. Medical graduates will be required to serve the villagers for at least 12 months before receiving their licenses for practice, and engineering graduates will be allotted suitable work in the community project areas.

FAIZABAD—Seventy-five persons were injured, six of them seriously, when the Mughal Sarai-Lucknow passenger train was stopped by passengers a few miles from Bilharghat station. Stones were thrown at a squad of special ticket checkers and the train. Five ticket collectors and one policeman who received severe injuries were hospitalized at Faizabad. The train was badly damaged.

MADRAS—The Home Minister, M. Bhakthavatsalam, stated in the Madras Assembly that artificial rain-making experiments had led them to the conclusion that more rain could be produced in areas where rainfall was adequate but they could not say whether rain could be produced in regions where there was a scarcity.

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Misery Is King

A staff writer from the Cleveland, Ohio, Plain Dealer accompanied the Baptist Alliance round-the-world medical mission. This is her first report from Calcutta, reprinted here with permission of the Plain Dealer.

BY JOSEPHINE ROBERTSON
Plain Dealer Staff Writer

CALCUTTA, India—We thought that the depths of human misery were in Pusan, until we came here.

Today we saw Sealdah Railroad Station, where an estimated 9,000 refugees live hopelessly or escape by dying. They crowd like animals on the floor of the station or curl up in cardboard or grass-mat shelters of kennel size along the fences or walls outside.

There are almost no sanitary facilities for this city of squatters.

There are no cooking facilities. But some of the more fortunate who own a kettle have built up mud craters on the concrete, in which they make fire to cook a stew from ingredients obtained by begging or through charitable organizations such as the Salvation Army or Red Cross.

A small government dispensary in the station treats accidents and illness 24 hours a day, but this is as though one soldier were pitted against an army.

The sick lie on the floor leaving scarcely a passageway for the public going to and from trains, or for the children of refugees, who beg from the public. We saw people obviously in their last extremity, without any person to cover their nakedness nor to curtain their last involuntary attitudes. Most of the refugees stood or sat or lay on the floor in a state of apathy.

Few hospitals have beds or pallets for the hopelessly sick. They take only those with a chance for recovery, and there is not room enough even for these. Once death has occurred, the government removes the body and promptly disposes of it.

"A painful sight," commented India's prime minister, Jawaharlal Nehru, who visited Sealdah station just before our arrival there.

An Anglo-Indian, Hubert Arthur Norman Hildreth, who guided us, said that most of the 9,000 refugees were Hindus from Pakistan, which is now a Moslem state, and that of the 3,500,000 who have poured into Bengal from that country,

almost 2,000,000 were still similarly unabsorbed and without any means of livelihood.

We went afterward to a university hospital of Calcutta and wedged our way through an orthopedic ward. Not only were there two rows of closely set beds with heads against the long walls, but a row of beds, head against foot, down the center aisle, leaving only room for relatively lean people to walk sideways through the remaining space.

Such walking had to be done with care to avoid brushing the patients on the beds and stepping on the patients under the beds or on the floor at doorways.

We discussed this situation afterward at the residence of the Rev. E. G. T. Madge, minister, and Mrs. Madge, whom we had met at Lower Circular Road Baptist Church, the first of its denomination in Asia.

"It is easy to compare the best in the United States with the worst in India," said the minister, "but one must take into consideration where the medicine comes from in appraising its progress."

Great Progress

"If that is done it will be realized that India has made remarkable progress in the short time of its independence and is earnestly planning to improve the health of its people."

"Before criticizing the crowding, remember that there are not enough hospitals and that this hospital takes everyone brought to its doors."

"The reasoning is that it is better that a sick person receive treatment, even though on the floor, than that he be turned away without medical aid. Most of the patients customarily sleep on the floor or street anyway. Some prefer the floor to beds."

Mrs. Madge cited the case of a mission employe whose life had been saved by the prompt action of the university hospital. The employe had been poisoned. The hospital washed out his stomach and gave him a pad on the floor, on which to recover. The patient left grateful for the space he had been given.

Cleanliness is still a problem in some hospitals of India because of taboos of the Hindu caste system which considers sweepers and sanitation workers as defiled by the nature of their work, according to the Madges.

We were told that some Hindus consider it less obnoxious to live on a heap

of filth than to put a hand to it to remove it.

Because of this attitude it is still difficult to obtain nurses for staffing Indian hospitals. The Hindu of traditional faith considers the personal service which the nurse gives a sick patient as demeaning and indicative of the lowest caste of humanity. He believes that the sweeper is fated to be so by divine design as punishment for spiritual deficiencies of a former incarnation.

Way of Salvation

The salvation of a sweeper must be obtained through good thoughts and right living and by way of death which will lead to a happier incarnation, in the view of the orthodox.

A Hindu jeweler in the Grand Hotel of Calcutta explained his faith this way: "No matter how ugly, miserable and sick a man is, if his thoughts are high and he lives right, he is better than a bad priest and he will be rewarded by a higher status in the next life. If he wants

to be a scholar, then he will be born as the child of a professor."

A Hindu clerk, hearing of the hopes of our medical mission, said: "I am sick. We are all sick. We have been taught from childhood to bear it because this life can be only a short prelude to a higher and better existence."

This attitude of fatalism which in the past has been a depressant to medical efforts appears to be yielding in many places, according to public health officials. The fact that this year in Calcutta 300 inoculators gave cholera vaccine to 1,000,000 citizens was given as an indication that the government stood for placing increasing emphasis on the improvement of life here and now.

The national program for limitation of population in India is one of the government's moves to provide each citizen with room and means for a better life and to make such a scene as that of Sealdah Station an impossibility for the future.

—THE END

Two Weeks Engagement Runs 11 Years

A present of a magic set at the age of 10 started the career of John Platt, internationally famous magician celebrating his 11th anniversary in the 90's Tap of the La Salle Hotel in Chicago.

At the age of 12, he was sawing a woman in two. (You should see his half sisters.) After schooling at St. Mel's and the Art Institute, Platt was employed by Samuel Insull in the utility magnate's advertising and publicity department. When even a magician of Platt's legerdemain couldn't help Insull, he moved on to show business.

In his first professional engagement, Platt appeared as the Hindu magician Hadji Baba on the midway of the Century of Progress in 1933. The following year he presented his own illusion production touring with the Royal American Shows. For the next few years he appeared in vaudeville and cafes in the United States, Mexico and Canada.

His greatest entertainment service covered two and a half years with USO Camp shows appearing at such outposts as China, Burma, India, Ceylon, Iran, Egypt and Morocco.

Platt joined the staff of the 90's Tap of the La Salle Hotel on October 6, 1947, with a contract for two weeks with options. He's been waiting ever since for the hotel to pick up the option.



JOHN PLATT

Such Nice Names!

BY RICHARD A. WELFLE, S. F.

Many Hindu names are so melodious that they come trippingly off the tongue with the swing and sweetness of music. At this very moment, for instance, I happen to think of an acquaintance of mine, whose name is: 'Shashi Shanker Shekhar Sahay'. Now, isn't that mellifluous? I mean to say, hasn't it got a nice rollicking lilt to it? And here's another just like it: 'Raja Ram Ranjit Roy'. Or take: 'Deva Dananda Das', and 'Krishna Kumar Katharuka'. You may have to repeat that last one a couple of times to get the full effect of its rhythm, but it's there all right. The same with: 'Bijay Ballabh Bhagat'. Also: 'Manmohan Lalit Lal'. Incidentally, doesn't all this alliteration remind you of 'the murmuring of bees among the immemorial elms' and 'the lisp of leaves and the ripple of rain'? Or, if you prefer something more prosaic, perhaps we can settle for: Miller's Modern Meat Market.

Now no one, of course, should get the idea that all Hindu names are as sweet-sounding as: 'Sushil Samaresh Sinha'. On the contrary, there are some that so wantonly violate all laws of melody that they sound like the bottom of a boat scraping on the sand. This is why in class I always hesitate to call on 'Rajeshwar Yagenick', and 'Mritunjay Chandragupta'. Also, when calling the roll, I usually get a catch in the gullet when I come to 'Raghuvendra Gour', and 'Prakash Kejriwal'. You see what I mean.

This sort of thing, of course, can not be allowed to go unchallenged. Something must be done about it. So, when occasion offers, I splash a bit of colour on an otherwise drab name by giving it a dash of rhythm. For example, one of the lads in my class has, for no good reason, the name of 'Bipin'. A perfectly colorless name, to be sure. But when submitted to the rhyme-an-rhythm treatment, that name takes on vim, vigor, and vitality by becoming 'Bipin the Pipin'. And in like manner, the names of other boys in the class become: 'Ummer the Bummer', 'Shunker the Bunker', 'Junkey the Monkey'.

Incidentally, here is another neat little trick, akin to my rhyme-and rhythm treatment, which frequently crops up among names in India. In forming a name, a catchy and very pleasant effect is often achieved simply by repeating the same word twice. For instance, one

of the common birds of India is called not just the 'Bhool', but the 'Bhool Bhool' bird. And doesn't that make a delightful difference? Likewise, a river which flows close to Patna is called not just the 'Poon' river, but the 'Poon Poon'. And similarly, 'Jha Jha' and 'Dum Dum' and 'Budge Budge' are names of towns close to Calcutta.

But speaking of names, one must always bear in mind that it is not only their sound that makes them nice or otherwise; their meaning also can lend them charm. Which reminds me of a story. One Sunday afternoon in Ireland a new-born babe was brought to a small village church to be baptized. In due time, dear old Father O'Shea, wearing surplice and stole, tottered forth from the sacristy to perform the ceremony. His kindly, wrinkled face became wreathed in smiles when he saw the little one, and he said: "What would the wee one be now, a boy or a girl?" The god-mother was Mrs. Maloney, who replied: "Oh, to be sure, Father, a little lady." Said Father O'Shea: "Faith, and we'll soon make her a little angel as well. And what name would you be giving her now?" Said Mrs. Maloney: "Hazel." Then there was a terrific explosion. "HAZEL!" shouted Father O'Shea, "HAZEL? Glory be to God, we have the sweet name of Mary, and the lovely names of all the girl saints, and here's this wee mite, too small to defend herself, and you want to give the poor child the name of a silly nut!"

Now, the point we wish to make here, of course, is the fact that Hindu parents seldom inflict silly names on their children. It is true, as someone might like to remind me, that a prominent Hindu movie actress has the name of 'Cuckoo', but I would be willing to wager a tidy sum that she did not get that name from her papa and mama. The names that parents choose most frequently are those taken from the pantheon of Hindu deities, such as Ram, Krishna, Shiva, Indra, Gopal, and scores of others. But, apart from the names of gods and goddesses, there are many others that have some specific meaning, because they are words taken from the living Hindi language, and used to name a child. Often with very nice associations too. For instance, a special favorite among parents is the name of 'Prem.' And what could be more lovely? Or more appropriate? For 'Prem' means 'Love'. And isn't

that precisely what a child is, the fruit of parental love? Another favorite is 'Pradeep', which means 'Light'. And again, how appropriate: For a fond father and mother, isn't their child the very light of their lives? Other nice names of this kind are: 'Ashish' which means 'Blessing'; 'Anand' meaning 'Joy' and 'Amar' for 'Immortal.'

In this category we may also include the names of jewels that are often given to children. Thus 'Hira', 'Moti', and 'Nilmani' means respectively 'Diamond', 'Pearl', and 'Sapphire'. Incidentally, in this class also belongs Mr. Nehru's name of 'Jawaharlal', which many people find difficult to pronounce, and which means 'Red Jewel' or 'Ruby'. Here may also be the proper place to mention that just the other day I had a very pleasant surprise when I learned the meaning of 'Sisir'. The lad in my class who answers to that name is the smallest of the crowd. He is also constantly bubbling over with vitality, and has a sparkling personality embellished with a perpetual smile. He often reminds me of a glittering dewdrop, vibrant with light and gaiety as it catches the first rays of the morning sun. Just imagine my delight, then, when I discovered that 'Sisir' actually means exactly that, a 'Dewdrop'.

But speaking of names, we must not neglect to take cognizance of the fact that, along with sweet-sounding names, India can also boast of some mighty nice tongue-twisters and jaw-breakers. These seem to thrive best down in the South of India, where the vernacular is not Hindi, but Tamil, Telegu, or Malayalee. Malayalee is the mother tongue of a goodly number of Fathers in Patna Mission, so let us mention a few of their names, just to illustrate what can really be done in the tongue-twister line when one puts his mind to it. We may begin with some easy ones like Abraham Thannikapara, Matthew Mezhukanal, and Thomas Athazhapadam, then work up gradually to Wargiss Kappammootil and Zacharias Varikamakil, and finally on to Devasia Kachiramattam, and Isaac Kothumpuchirayil. Of course, those of us who just can't get our tongues around those names can at least get around the difficulty by simply referring to Father Joseph, Father Thomas, or Father Matthew, as the case may be.

All of those Fathers hail from a beautiful strip of country down along the southwest coast of India which is called Malabar. Everything grows with tropical abundance down there, so no one should be surprised to learn that Malabar itself has more than one name. It is also called 'Malayalam'. And this is one of the most intriguing names that I have ever en-

countered. Pronounce it slowly, and it bobs along with a double rise and fall. Just try it: 'Mal-ay-al-am'. It thus achieves a pleasant onomatopoeic effect, for the name means 'hill-and-dale', and that actually describes the terrain of the country quite accurately. Moreover, it does this trick twice over, for, in case you have not already noticed it, the name spells and pronounces the same forwards and backwards. A word that performs such a feat, as you no doubt remember, is called a palindrome. But I think I heard someone say: "So what?"

So, for fear that I might be accused of being pedantic, I will now skip all the palindrome and onomatopoeia stuff, and merely mention that it was also down there in Malabar that I came across the nicest long name that I have ever encountered. I found it in the State of Travancore on a government proclamation, which was signed by "His Highness Sri Padmanabha Dasa Vanchi Pala Sir Bala Rama Varma Kulaseckhara Kiritapati Manney Sultan Maharaja Raja Rama Raja Bahadur Shamsheer Jang, Knight Grand Commander of the Most Eminent Order of the Indian Empire, D. Litt., Maharaja of Travancore."

And now something seems to tell me that this would be just about the right place to stop, before someone lets go with a nice string of names at me.

—THE END

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TYPICAL street scene in Kweilin, China. Photo by Robert Bobzien.

Retired Major

● I had service World War I in the Infantry and OTS Artillery; accepted an Infantry Reserve commission in December 1924 and was in active Reserve or on active duty through June 1954 when I retired due to reaching age 60. Called to service World War II as Infantry officer 16 March 1942, transferred to Air Corps 3 Sept. 1943 and on 29 September landed at Karachi, India. I was a captain—special engineering officer at A.T.C. Eastern Sector Hq., Chabua, India. Also had duty at Transition Training School, Guya, India, and later at A.T.C. Wing Hq., Hastings Mill, Calcutta. At Calcutta at the very beginning of the monsoon season I contracted tropical heat rash and was sent to mountain camp at Raniket, northeast of Delhi. After one week at this delightful camp I was returned to Calcutta as I had orders back to Uncle Sugar, leaving 24 June 1944. I had some very interesting experiences and met a lot of fine officers. Mostly young fellows; I was old enough to be their dad. After the war I returned to my civilian job until the Korean unpleasantness when I was again called in service 1 March 1951 and served until I reached 60

and had to retire. I again returned to my civilian job with the Department of Education, and in March 1955 decided to take my retirement from that job and return to industry. I would like to hear from any of the CBI gang I knew so well.

KARL H. YOUNG,
Major, USAF (Ret.)
47 Timonium Road
Timonium 4, Maryland

New Officers Named

● New officers of the Delaware Valley Basha, CBIVA, are B. B. Rose, commander; Al Kancher, vice-

commander; Ed Greenbaum, adjutant; Len Orlando, finance officer; Joe Mullin and Joe Kaytes, sergeant at arms; Connie Hinchcliffe, historian and recording secretary; Milt Shils, publicity officer; Dave Rosen, judge advocate; Bob Dorn, service officer; George Vance, chaplain; Dr. Jim Hinchcliffe, medical officer; George Baker, recruiting officer; and Hal Reinholt, past commander.

B. B. ROSE,
Philadelphia, Pa.

Chennault Air Base

● Thanks for the fine obituary for General Chennault in October issue. It is only fitting that the government name an Air Force base for him. Now his memory will never die.

HAZEL NEIRLAND,
Boston, Mass.

Indian Restaurants

● James Clyde asks in the October issue where you would find Indian food in an American restaurant. The India House in Los Angeles serves excellent curry dishes. There's a good one in New York also.

STUART HENSLE,
New Orleans, La.



STREET scene at intersection in Calcutta, with Great Eastern Hotel in background. Photo by Dennis J. Loughman.



A CHINESE FARMER near Kunming is shown plowing the rice paddies before planting. Photo by A. L. Schwartz, M.D.

Philadelphia in 1959

● I feel very bad about not being able to attend this year's convention in Cincinnati, Ohio. I was tied up at that time with very important business, but my thoughts were with all the friends and CBI members I had met at previous conventions. I do know I will definitely be in Philadelphia, Pa., next year.

Wm. TREUCHTLINGER,
Linden, New Jersey

Chennault Movie

● The Los Angeles Times reports that Merian C. Cooper, who "ate, slept, played poker and fought alongside" the late Lt. Gen. Claire Lee Chennault, will make a motion picture on the life of the famous Flying Tigers commander to be called "Chennault of China." Cooper is himself a retired brigadier general of the Air Force, and served as Chennault's chief of staff in 1942. He was the co-producer of "This Is Cinerama," "King Kong" and other notable films. More recently he has been preparing "Children of the Sea," to be shot in conjunction with Marine studios in Florida, and a TV series about the new Air Force Academy in Colorado Springs. For the screen treatment of "Chennault" he is reportedly negotiating with Brig. Gen. Robert L.

Scott Jr. (ret.), author of "God Is My Co-Pilot," and Ed Lockett, Washington newspaper man. Cooper will have the collaboration of Gen. George C. Kenny in the filming.

ALFRED ROBSON,
Los Angeles, Calif.

'The Flying Chaplain'

● If any readers enjoyed "Over The Hump" in the October edition of Roundup, they will enjoy more reading the entire book from which the chapter was taken, "The Flying Chaplain." Lots of CBI memories to be found.

VICTOR O. KLUGE,
Chicago, Ill.

CBI Humor

● Suggest you establish a column for short humorous incidents that happened to CBI'ers. Possible title: CBI Humor. These humorous situations can help to maintain interest and a good laugh or chuckle will never harm anyone.

LeROY W. HASSE,
Joliet, Ill.

We've found it difficult to get enough of these humorous items in regularly to run such a column each issue. But we're always happy to use them in publishing letters from readers.
—Eds.

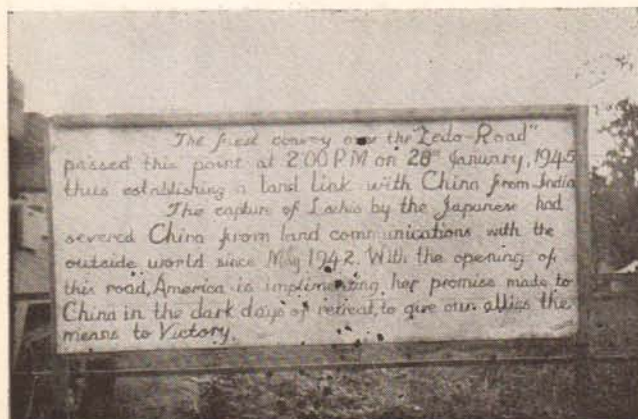
Indian Food

● After reading CBI-er's Viewpoint (June 1958), perhaps those who travel and dine would like to know while New York may have only one restaurant serving Indian food, here in the Bay Area we have at least four good ones. Gourmets rate at least two of them as excellent. Members of our Kan-Bei Basha will gladly testify to the fact as we have held dinners at both places mentioned in the Gourmet Guide, the Indian House and Taj of India.

RAY KIRKPATRICK,
San Francisco, Calif.



CHINESE business man in western attire rides comfortably in a rickshaw on road near Kunming, China. Photo by Dennis J. Loughman.



THIS SIGN, which is self-explanatory, was located just over the border in China. Note mistake in spelling. Photo by A. L. Schwartz, M. D.

Couldn't Find 'Black Hole'

● Interested in the picture of the "Black Hole of Calcutta," shown in the October issue. Was in Calcutta just one day, and looked in vain for it. Everyone I asked had no idea where it was located. Is it actually in the city limits of Calcutta?

JENS T. MOON,
Rapid City, S. D.

The Black Hole is located just off Chowringhee Road, on Esplanade, as we recall.—Eds.

Karachi or Malir

● During the past four or five years I rarely, if ever, have seen anything concerning Karachi or Malir area. Do you have no information on this area or why is this very important point being overlooked?

J. H. CONNELL, Jr.
Cresson, Pa.

Who can furnish us with information or pictures?—Eds.

War In Assam!

● Last month, while on vacation, my wife and I stopped at the Riviera Hotel in Las Vegas for dinner and the show. I heard a fellow at the next table mention India to his guests, so it was only natural that I eavesdropped a bit to catch a few memories. Boy, you

should have heard this guy! He had moved the war from Burma to Assam (he mentioned his base as Sookerating) and for 30 minutes he had the ladies believing his outfit held off Japanese ground troops from taking the air base for three days. I must admit he was good, though, as he had a ready answer for all of their questions.

GEORGE HOGAN,
Grand Rapids, Mich.

Commander Praised

● I enjoyed the sincerity of our new National Commander, Bob Doucette, in his column of last issue. In past years we have had some good commanders in CBIVA and some who delved more on seeking credit for themselves than to further the organization. My opinion is that Doucette will be the most outstanding Commander since Lester Dencker.

NAME WITHHELD
BY REQUEST.

Stilwell Cover

● The June issue cover, showing General Stilwell on his way to inspect the ferry crossing the Tanai River, reminded me of the time when Stilwell, without rank insignia on his fatigues, was crossing a river in Burma. The soldier who was ferrying the general scratched his head and said, "Boy, the war sure must be getting rough when they send an old man like you way up here."

DOUGLAS E. GREEN,
Reno, Nev.



FULL HOUSE at the U.S.O. Club in Calcutta, India. Note native waiters serving American military and naval personnel. Photo by John R. Shrader.

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Book Reviews



Edited by **BOYD SINCLAIR**

AKU-AKU. By Thor Heyerdahl. 384 pages. Rand McNally and Company, Chicago, 1958. \$6.95.

The famed Norwegian explorer, archaeologist, and adventurer delves into the lost world of Polynesia's past on Easter Island, one of the world's loneliest inhabited places. Wonderful color photographs back up a polished narrative.

I TAKE PICTURES FOR ADVENTURE. By Tom Stobart. 288 pages. Doubleday and Company, New York, 1958. \$4.95.

The author's profession as a photographer has taken him to such far places as Mount Everest, Antarctica, Africa and Australia. He has received many awards for his documentary motion picture, "The Conquest of Everest."

HOUSE OF MANY ROOMS. By Robin White. 214 pages. Harper and Brothers, New York, 1958. \$3.50.

An unusual novel centering around the lives of an American missionary family living for many years at Meiguddy, a remote village in South India. The writer makes the setting exotic, the characters believable and interesting.

I MET A TRAVELLER. By Kurt Becker. 208 pages. Farrar, Straus and Cudahy, New York, 1958. \$3.50.

This book chronicles the courageous story of Father Phillips, a Catholic priest imprisoned by the Chinese Communists from June 15, 1953, through June 15, 1956. This biography tells of triumph over adversity.

ZOO HUNT IN CEYLON. By Heinz Randow. 234 pages. Doubleday and Company, New York, 1958. \$4.00.

The author relates his experiences hunting animals in Ceylon for zoos. He had many adventures with snakes, big cats, crocodiles, monkeys, scorpions and "dragon-sized" lizards. Originally written in German.

ESMOND IN INDIA. By Ruth P. Jhabjala. 269 pages. W. W. Norton and Company, New York, 1958. \$3.95.

A novel about two families, one rich, one poor, in modern Delhi that become the friends of Esmond Stillwood, a bored young Englishman. Daughters of both fall in love with him and live to regret their pursuit of the scoundrel.

MORE OF KIPLING'S JUST SO STORIES. By Rudyard Kipling. Talking book. Caedmon Publishers, New York, 1958. \$5.95.

Boris Karloff records on 33 $\frac{1}{3}$ R.P.M. long-playing record four of Kipling's stories, "The Elephant's Child", "The Sing-Song of Old Man Kangaroo", "The Beginning of the Armadillos", and "How the Leopard Got His Spots".

THE UNITED STATES AND CHINA. By John K. Fairbank. 365 pages. Harvard University Press, Cambridge, Massachusetts. \$5.50.

Harvard's professor of history extensively revises this book ten years after its first publication. His jabs at the barbarities of the Chinese Communist regime are mingled with an affectionate regard for the people of China.

REVEILLE FOR A PERSIAN VILLAGE. By Najmeb Najafi and Helen Hinckley. 273 pages. Harper and Brothers, New York, 1958. \$4.00.

How the daughter of a Persian aristocrat, an ex-student of Pasadena City College in California, returned to her native country to live in a distant and backward village and bring progress in such a way it would be welcomed.

A SOLDIER WITH THE ARABS. By Sir John Bagot Glubb. 458 pages. Harper and Brothers, New York, 1958. \$6.00.

The author describes his duty with the Arab Legion and the Army of Jordan, which he, an Englishman, commanded from 1939 to 1956. Sir John discusses problems in the Middle East and the possible leadership of the Arab League and Egypt.

ABANDON SHIP! By Richard F. Newcomb. 305 pages. Henry Holt and Company, New York, 1958. \$3.95.

When the cruiser Indianapolis was sunk in the South Pacific in 1945, about 800 men escaped with their lives only to face terror of survival in the water, as the Navy didn't know the ship had gone down. Survival and investigation.

ONCE TO SINAI. By H. F. M. Prescott. 310 pages. The Macmillan Company, New York, 1958. \$5.00.

The pilgrimage of Friar Felix Fabri in the Holy Land in 1483 is re-created by the English author from the old Dominican's own journals, plus correlation of his narrative with others of his time and those of 19th Century explorers.

JAPANESE CHESS. By E. O'Hara. 199 pages. Charles E. Tuttle Company, Rutland, Vermont, 1958. \$2.75.

Detailed explanation of the technique of playing and the rules of the ancient and popular Japanese game of shogi, a game similar to chess. The book is illustrated with diagrams and has a preface by Lindsay Parrott.

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CBI-er's Viewpoint

This month's question:

At the time you were in India or China, suppose you were assigned the task of improving conditions for the population. What would be your first act?

THEODORE A. McCONNELL, Green Ridge, Pa.—Remove the caste system in India which holds people in an inherited rut, regardless of their ability. I know this is easier said than done, but once done the people would then have an incentive to study and otherwise improve themselves—which the caste system will not allow.

R. M. VAN SANT, New York City, N. Y.—My first act would be to institute birth control by government edict in every town, city and village in India and China. This would certainly help the basic problem—lack of food to go around—in both China and India.

WILLIAM H. HENDRICKS, SR., Oak Lawn, Ill.—It would be impossible to completely improve conditions for the population of India. During the spring of 1943 at the 305th Air Service Group stationed near Ondal, India, we were plagued by "dhobi itch." Our medical officer, Major Bove, decided that the "dhobi itch" was a type of mange passed on to humans from dogs. As I was an expert pistol shot I was assigned the task of killing the mangy dogs near where we worked. In three months I killed over 1,000 dogs, firing about 1,200 rounds of .45 ammunition. Three months after I ceased the slaughter there were as many dogs about our quarters as before. There was a lull in the dhobi itch, but only for a short time. To get rid of all the diseased canines in India would be a blessing to the population of that country.

CHARLES MATTSON, Battle Creek, Mich.—In the China that existed during the war, as I knew it, my first act would be to abolish all graft.

LAWRENCE JORGENSEN, Casper, Wyo.—"If I were given a free hand to improve conditions in India in 1944, the first thing I would have done is to inaugurate a free school system. The cost of this would be surprisingly low, since you would need no schoolrooms. An open field would have sufficed and attendance would be

great, both young and old. The actual cost would be nothing more than a few books and low salaries for the teachers. By today the population would be educated and living conditions, as result, would be far better."

LEWIS DORMAN, Borger, Texas—"A child nine years old in China in 1945 had never known peace. Today a young man in Red or Free China still does not know the meaning of living in peace. The most wonderful gift he could have would be to live in a peaceful world. I would strive toward that end."

RALPH HANNEMAN, Detroit, Mich.—"Unemployment was and is India's greatest problem. The people are willing to work for a living, but in a country so primitive there are few jobs to be had. I would allocate a few lakhs of rupees for seed and plant every available acre in farm produce. This would solve both the unemployment and food problems of the country."

JOHN V. HORNE, Cheyenne, Wyo.—"I cannot help but feel the first genuine kindness one would perform toward India's peoples is to vanish the fear of starvation. CBI-ers who arrived in India early in the war will remember the terrible sight of people actually starving to death. Not a pretty picture, to be sure. People can tolerate nearly any conditions except hunger. India's citizens suffer a famine every decade or so. Careful planning could banish such terror from the land."

GRACE KING SCHNEIDER, Jersey City, N. J.—"If I recall correctly, an American statesman was sent to India during the war to 'solve its problems.' He returned after a few months to make the statement, 'There is no solution to India's problems.' This statement was prompted by the belief that the Hindu and Moslem peoples were so deeply religious that they would not sacrifice their beliefs to better themselves. Be this as it may, I cannot understand people starving to death when some 200 million 'sacred' cows roam the countryside and cities eating food that would save the ordinary citizen's life. Therefore, how can you improve conditions in a country when the people do not want help?"

Next month's question:

What can be done to promote better relations between the United States and Asiatic countries?

Send your reply to the above question to the editors for inclusion in the next issue.



Commander's Message

by

Robert W. Doucette

National Commander
China-Burma-India
Veterans Assn.

Salaams, Sahibs and Memsahibs:

First executive committee meeting of the National Organization for the year 1958-1959 has been scheduled for Philadelphia at the Sheraton Hotel at 10:00 a.m. on Saturday, November 8. All members who are in the vicinity of Philadelphia are welcome to attend the meeting personally and give your suggestions on the matters to be discussed by the executive committee. Those of you who cannot attend are asked to write to me giving your suggestions as to any matters you wish to be discussed by the National Executive Committee. Remember, this is your organization and unless you express your ideas, we cannot profit by your suggestions.

Some of the matters to be discussed at the executive meeting and on which you may want to express yourself are as follows:

1. Formation of a combined EX-CBI ROUNDUP and CBI-VA membership drive.
2. The adoption or rejection of a CBI-VA scholarship program or essay contest.
3. Consideration of a membership directory.
4. A discussion with the Philadelphia Convention Committee of plans for the 1959 Convention to be held in Philadelphia.

The above are some of the topics to be discussed and should be given the consideration of every member.

During the month of September, I had the opportunity of visiting the American Legion Headquarters in Indianapolis and talked with the various members at the National Office about some of their problems in connection with their organization. Naturally, we are much smaller than the American Legion but many of our problems are the same. It is interesting to note from the newspapers that while the American Legion membership has declined, ours has increased. I was very impressed by the hospitality shown to me on my visit.

I notice in the last edition of the EX-CBI ROUNDUP that there are organizations that are holding reunions in various parts of the country. The October issue of the EX-CBI ROUNDUP had a letter from George Walz of the 127 Signal Radio Intelligence Company stating they had their first reunion in Chicago on July 6-7.

For a number of years groups have held a reunion within a reunion as part of the National China-Burma-India Veterans Association. We welcome any organization to have its reunion as part of our reunion and become a member of the National Organization. We take pride in the fact that our reunions are extremely well planned and have much to offer everyone who comes to the reunion. We have the members to make a reunion a big success and with more members we can have even a bigger and better reunion.

I would welcome the opportunity to meet with the Commanders of the 14th Air Force, Merrill Marauders, and the Burma Road Engineers and the various other organizations who hold national reunions. I think we could all benefit from a mutual exchange of ideas and a consolidation of our national reunions. May I hear from any of those who have any suggestions on the above proposal?

To aid us in the membership campaign which we hope to have organized shortly after our meeting in Philadelphia in November, the National Office is going to compile a list of names according to town and state. We realize that this is a tremendous task but we feel that this arrangement will enable us to give to our various members names of people in their community for them to personally contact. We already have around 15,000 names in our files to be catalogued but urge any of you who are members of the CBI-VA or prospective members to send us your lists of people who you served with in the CBI and with whom you are still possibly in contact. We naturally will need everyone's support on this program and as outlined at the National Reunion, we are asking that every member get at least one new member to join our organization.

ROBERT W. DOUCETTE
National Commander

This space is contributed to the CBIVA by Ex-CBI Roundup as a service to the many readers who are members of the Assn., of which Roundup is the official publication. It is important to remember that CBIVA and Roundup are entirely separate organizations. Your subscription to Roundup does not entitle you to membership in CBIVA, nor does your membership in CBIVA entitle you to a subscription to Roundup. You need not be a member of CBIVA in order to subscribe to Roundup and vice versa.—Eds.



MARKER on the Stilwell Road, 103 miles from Shingbwiyang and 1,079 miles from Kunming. Photo by A. L. Schwartz, M.D.

Colonel Merritt Dies

● Col. Edward Kellogg Merritt, 59, who had an outstanding and varied career as a pioneer pilot, FBI agent and Army officer, died recently at Long Beach, Calif., after suffering a heart attack at his home in Corona del Mar. Colonel Merritt served in the Army Signal Corps as a pilot in World War II. Later he had a tour of duty with the FBI and worked in many famous cases including the Lindbergh, Mattson and Weyerhaeuser kidnappings. During World War II he was back in the Army, in CBI as assistant chief of staff assigned to smuggling operations and later on the military government staff at Naples, Italy.

JEFFREY MARCHANT,
Los Angeles, Calif.

Rupee Necklace

● The jewelry worn by the Indian girl on your July cover interested me. You'll notice she wears a necklace of silver rupees, a common ornament for the better class of Indian women. They have the little loops soldered onto the rupees for a half-anna and it is their way of showing wealth. It has its compensations, too. They can always spend the money if they need it.

FRED WATKINS,
Red River, N. M.

Finding 300,000 CBI-ers

● Last month while traveling through the mid-west, I stopped at a filling station in Carthage, Mo., and noticed a decal of the CBI patch on the station door. Inquiring, I found the operator was a CBI man and has been taking Ex-CBI Roundup for seven years. Why is no effort made to get in touch with fellows like myself who knew nothing about this magazine?

LEO B. WILDE,
Wash., D. C.

*We've tried the less expensive methods with only small degree of success—
Eds.*

Calls on Buddy

● While on a vacation trip to Niagara Falls I stopped in to see an old CBI buddy, Don Coleman, who lives in Rochester, N. Y., and works for Kodak. We had a swell time reminiscing about the CBI. We were in the 330th Airdrome attached to the 10th Combat Cargo.

EDWARD ESKA,
Linden, N. J.

Keeping Memory Alive

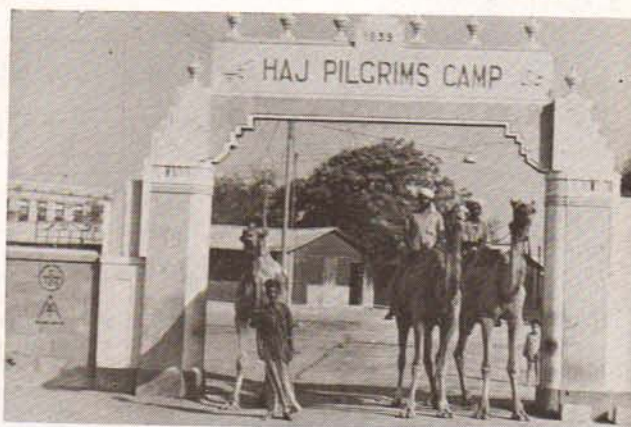
● I love your magazine! You are doing a fine job of keeping alive the memory of service years and old friends. I'd very much like to hear from the 10th Combat Cargo Sq., 3rd Combat Cargo Gp., stationed at Dinjan in 1944.

ROBERT T. WALDBAUER,
53 Cedar Grove Street
Patchogue, Long Island,
N. Y.

112th Station Hospital

● You may be interested to know the administration building of the 112th Station Hospital in Calcutta, shown in your July issue, is today a plush apartment house.

JAMES G. LAYTON,
Calcutta, India



PILGRIMS' CAMP near Karachi, India, provided a welcome spot for travelers to sleep and to find feed for their camels. Photo by Dennis J. Loughman.

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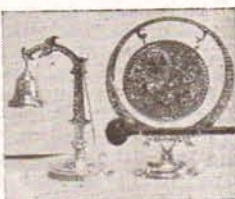
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